

South Area CAP Goal Implementation Proposal

GOAL 1. Reduce Crime and Improve Public Safety

Objective 1.1 **Increase police presence and improve safety in school zones**

Strategies:

- A. Increase time officers can spend on traffic enforcement.
- B. Improve on traffic unit including motorcycle officers, radar cars and electronic message boards: assign regular intervals for school zone enforcement.
- C. Establish driver's education program for students driving to school.
- D. Ticket bus drivers.
- E. Involve Traffic Calming Committee for suggestions.

Time Frame:

- A. Program in place;
- B. Program in place;
- C. One year.
- D. Can be done now;
- E. Can be done now;

Estimated Cost:

- A. None
- B. None
- C. Unknown cost for schools for Driver's Education Program;
- D. No cost to Police Department for enforcement.
- E. None

Funding Source: POL030201

Lead Entity and Contact Person: Major Sharon Andersen, Police Department (954) 828-5480.

Comments: Traffic Unit has been established. (Not aware of any bus drivers ticketed—but they are not above the law). Particular mention made to SW 18th-Stranahan High School.

Objective 1.2 **Reduce gang activity**

Strategies:

- A. Identify source of problem.
- B. Educate public on signs of gang presence with gang awareness training classes.
- C. Encourage public to call when gang activity is occurring.
- D. Publish graffiti hotline (828-6403)

Time Frame: program in place.

Estimated Cost: None.

Funding Source: POL030201

Lead Entity and Contact Person: Major Sharon Andersen, Police Department (954) 828-5480.

Comments: Encourage private support in education activity. Focus on Davie Blvd.

Objective 1.3 Eliminate drug activity and prostitution

Strategies:

- A. Identify why and where illegal activity is occurring.
- B. Solicit input from residents.
- C. Have special investigations unit attend HOA meetings on a regular basis.
- D. Utilize Community Action Team process to involve all City departments in problem-solving attempts.
- E. Improve lighting in areas along SR84, specifically in the Southland Shopping Center
 - 1) Contact property owners or responsible parties and obtain cooperation.
 - 2) Utilize Code Enforcement if necessary.

Time Frame: A-D. Program in place.

- E. Suggest property owners be made aware of problem, and be given time frame to comply prior to enforcement action, Six months to contact property owners.

Estimated Cost: A-D. None.

- E. Postage for letters.

Funding Source: POL030201

Lead Entity and Contact Person: A-D. Major Sharon Andersen, Police Department (954) 828-5480.

- E. Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: Specific locations include: SW 16 Street to US 441, Davie Boulevard west of I-95, SR84, SW 15 Avenue.

- E. According to Lori Milano, the Southland Shopping Center is currently compliant with City standards for lighting.
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Objective 1.4 Enforce neighborhood policing in every neighborhood

Strategies:

- A. Continue current police action plans along SR84 corridor as long as effective.
 - 1) Assure that neighborhood officers attend monthly HOA Meetings.
 - 2) Continue to encourage officers to patronize local businesses and build relationships
 - 3) Encourage residents to attend training classes offered by the Community Support Division so they will be better able to assist the police in problem-solving (classes such as Community Police Academy, Landlord-Tenant, Gang Awareness, etc)
 - 4) Emphasize to residents the importance of calling while a problem is occurring.
 - 5) Improve police attitude toward neighborhoods.
- B. Ensure police officers communicate between shifts (assigned to the same neighborhood) -possibly through the use of shared laptops (or cell phones) with access to inter-department databases.
- C. Fill all police officer position vacancies, and keep neighborhood officer in their assigned community.
- D. Educate officers and public on concepts of community policing.
- E. Increase police presence in Edgewood neighborhood, Southland Shopping Center, and at the 11th Avenue Bridge.

Time Frame: Current and on-going.

Estimated Cost: None other than budgeted items.

Funding Source: POL030201

Lead Entity and Contact Person: Major Sharon Andersen, Police Department (954) 828-5480.

Comments: Build on the success and results of the action plan and provide periodic updates. Hiring process is continuous (A through E); Laptops now being issued; hiring process continuous; officers all taught community policing concepts; neighborhood officers do attend HOA meetings.

Objective 1.5 Reduce crime and increase public safety around convenience stores

Strategies:

- A. Increase patronage of local businesses.
- B. Make sure all trespass affidavits are current.
- C. Have Crime Prevention Unit conduct security surveys of Stores utilizing the Crime Prevention Through Environmental Design concept.
- D. Enforce all applicable City Ordinances and Florida state statutes pertaining to convenience stores.
- E. Establish a speaker's bureau as a resource for groups to help educate the public on crime prevention.
- F. Create a multi-discipline team with a member from Code, Police, Building Inspection, etc., to address problem locations; utilize code enforcement if necessary.

Time Frame:

- A. Ongoing
- B. is up-to-date
- C. done upon request
- D. done when violations observed
- E. one year
- F. City Code Team is already in place. The multi-disciplinary team (building, plumbing, electrical and a police officer) deals with all properties when warranted.

Estimated Cost: Minimal (overtime if speaker is off-duty).

Funding Source: POL030201

Lead Entity and Contact Person: Major Sharon Andersen, Police Department (954) 828-5480; Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: E. Major Andersen presented the idea for the speakers bureau at the City's CAT meetings (Community Action Team) to representatives from Police Department, Code, Fire, etc. Currently, the CAT is acting as an informal speaker's bureau responding to requests from the community.

Objective 1.6 Monitor auto dealerships to ensure safe test driving

Strategies:

- A. Direct the Traffic Department to establish appropriate random enforcement.
- B. Work with dealerships to discourage test-driving through neighborhoods.

Time Frame: Current and on going.

Estimated Cost: No additional cost.

Funding Source: POL030201

Lead Entity and Contact Person: Major Sharon Andersen, Police Department (954) 828-5480.

Comments:

GOAL 2. Address Nuisance Abatement

Objective 2.1 Encourage noise abatement

Strategies:

- A. Construct sound wall on both sides of I-95, between Davie Blvd. and SR84 to reduce airport, railroad, and I-95 noise (River Oaks).
 - 1) Coordinate with FEC, CSX
 - 2) Communicate concern to appropriate government agency, i.e. FDOT through ongoing dialogue, public outreach, and improved information.
- B. Encourage respective departments to reduce siren noise at night.

Time Frame:

- A. Ongoing/Short-Term (contract has been awarded)
- B. Six months.

Estimated Cost:

- A. 1.35 Million or \$3,700/linear ft.
- B. N/A,

Funding Source:

- A. FDOT
- B. N/A,

Lead Entity and Contact Person: A. Peter Partington, Engineering Design Manager, (954) 828-5761.
B. Major Sharon Andersen, Police Department (954) 828-5480.

Resources: FDOT, FEC, CSX

Comments: B: Public safety, policy liability issues; can only request –must be left to driver/operator discretion.

Objective 2.2 Encourage animal owners to clean up after their pets

Strategies:

- A. Educate dog owners through:
 - 1) Civic Association hand-outs
 - 2) Public outreach
 - 3) City publications

Time Frame: Done.

Estimated Cost: Printing, mailing –should be minimal.

Funding Source: N/A

Lead Entity and Contact Person: Leslie Backus, Public Information Office, (954) 828-4747.

Comments: Should be included in reference book we recommended.

PIO recently created a communication on this issue. Refer to *Focus on Fort Lauderdale*, October/November 2002.

Objective 2.3 Enforce animal control regulations on wild animals

Strategies:

- A. Improve dissemination of information through public education and City publications; communicate with and between appropriate agencies.

Time Frame: Program in place.

Estimated Cost: Printing, mailing -should be minimal.

Funding Source: N/A

Lead Entity and Contact: Broward County Animal Care and Regulation Division, (954) 359-1313.

Comments: Task Group recommended that this item be included in reference book. Later research shows that this item is included in City of Fort Lauderdale Service Guide, page 3, published in May 2002.

Objective 2.4 Provide mosquito control in Edgewood neighborhood.

Strategies:

A. Provide mosquito pest control spraying information such as reference or contact numbers to Broward County in City publication.

Time Frame: Can be done now.

Estimated Cost: N/A

Funding Source: N/A

Lead Entity and Contact: Broward County Mosquito Control, (954) 765-4062.

Comments: Task Group recommended that this item be included in reference book. Later research shows that this item is included in Broward County At Your Service: Your Guide to County Government Services, page 37, published 2002.

GOAL 3. Revitalize South Area Corridors

Objective 3.1 Promote streetscape beautification and improve the pedestrian environment

Strategies:

A. Install brick pavers, decorative streetlights, medians, and pedestrian furniture such as park benches and trash receptacles.

B. Provide shade trees, shrubbery, and xeriscaping.

C. Remove unused telephone poles.

D. Promote area identity through maximization of similar design features.

1) Design charrette for neighborhood stakeholders to determine overlay opportunities in the South CAP area.

2) Create opportunity overlays for the South CAP area:

? Tree planting, swale reclamation, pocket parks, greenways, blueways, lighting, landscaping, and gateways

3) Create signature collector streets through the use of trees, lighting and landscaping/signage and other design elements.

4) Create neighborhood distinctive design plans that compliment items in "B" (above).

? Pursue resources to fund initiatives that include NCIP, and enroll neighborhood involvement.

Time Frame: Near term completion of Sub-Area Mobility Study and Broward County Urban Design Plan.

Estimated Cost: Intersection reconfiguration - \$10,000. Other costs to be determined in part through the Sub-Area Mobility Study.

Funding Source: Sub-Area Mobility Study has identified Transportation Enhancement funds. Utilize Broward Beautiful funding for providing shade trees.

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Resources: Tom Gustafson, Sub-Area Mobility Study; Tony Abbate, Consultant, Broward County Urban Design Plan

Comments:

A. Focus on 27th and 31st Avenues from Broward Blvd. south to Riverland Road, and SW 16th Street at US 441.

B. Encourage private property owners to provide trees.

C. FPL responsibility, need to identify locations. Remove northbound right-turn lane at SR 84 for safer pedestrian crossing and more attractive entranceway.

- Ensure that brick pavers are smooth, clean, and that markings do not cause confusion in turns. The pavers at the Broward/Federal Highway intersection are less expensive concrete pavers that don't hold color as well as clay brick pavers. White pavers are another option for indicating turn arrows and turn lane markings.

- Increase tree canopy throughout area; require that developers provide sufficient shade before permits are issued.

- Install trees in swales along SW 9 Avenue between Davie Boulevard and SR 84.

- Build greenways to allow peripheral neighborhood dwellers to walk/ride bikes into downtown.

- Create greenway along waterways like Colee Hammock Park.

- Create greenway at Riverland Crossings at SR 441/Riverland Rd.

Objective 3.2 Address missing links in the overall sidewalk system

Strategies: Pursue the installation of sidewalks through appropriate entities.

Specific Locations:

- ? SW 9th Ave along west side from Davie to 9th St.; east side 9th to 7th St. (50/50 split between City and property owner)
- ? South side of 7th Street from 9th Ave to Andrews or 4th Ave (50/50 split between City and property owner)
- ? SW 36th Ave (100% property owner responsibility)
- ? SW 17th St (50/50 split between City and property owner)
- ? In Croissant Park (100% property owner responsibility)

Time Frame: Near- to mid-term - The City typically does not initiate sidewalk repairs and does not have a set time frame to complete a sidewalk. The City responds to complaints, and the response time is dependent of the volume of complaints and the availability of staff.

Estimated Cost: The cost for 4-inch thick sidewalk (remove & replace) is \$2.25 S.F. and for 6-inch (across driveways) is \$2.75 S.F. New sidewalk is \$3.25 S.F. and \$4.00 S.F. respectively. Installing new 5-foot sidewalks on a typical lot with 70-foot frontage and a 20-foot wide driveway would cost about \$1,200. Removing and replacing 5-foot sidewalks on a 60-foot lot with no driveway would cost about \$675.

Funding Source: (50/50 split between City and property owner)

Current City policy regarding sidewalks construction and maintenance:

- STATE is responsible on State Roads.
- BROWARD COUNTY is responsible on some County Roads. County is only responsible from edge of roadway to edge of roadway on the remaining County Roads. CITY will contribute up to 50% to construct sidewalks on City arterials and collectors.
- Neighborhood sidewalks should be at the neighborhood's discretion and funding initiative. Property owners are responsible on local City streets. The City will construct sidewalks only if a neighborhood assesses itself to pay for sidewalks.
- City policy dictates that property owners must install sidewalks when they redevelop a property (although some areas are exempt). Code of Ordinances 25.56 (c)

Lead Entity and Contact Person: Barbara Howell, Engineering Technician, (954) 828-5734.

Comments:

- Key corridors: Davie to Sunrise on Andrews and 3rd
- Curb and gutter are not part of the package of improvements that the City will provide during sewer construction.

Objective 3.3 Create corridor master plans for Davie Blvd, SR84, and South Andrews Avenue

Strategies:

- A. Review preliminary list of issues and concerns presented by the CAP Master Plan Task Group for each corridor (see end of Proposal).
 - 1) Develop RFP for consultant to develop the Master Plans, seek bids, choose finalist.
 - 2) Review proposed scope of project.
 - 3) Develop time-line and work plan for the completion of the Master Plans.
 - 4) Designate City staff member to coordinate with consultant.
- B. Coordinate Master Plan efforts with all ongoing initiatives or actions that may be occurring in each area
 - 1) Perform complete inventory all past and present actions that have occurred or will occur along the corridors: i.e. FDOT projects, City infrastructure improvements, redevelopment projects, City Engineering Assessment projects, etc. (see APPENDIX A)
 - 2) Determine overlap of projects, if any.
 - 3) Seek input from stakeholders involved in past or present projects: i.e. visioning seminars, charrettes, and neighborhood initiatives.
 - 4) Inventory ideas and outcomes from those projects.
 - 5) Incorporate the inventory of past or present actions into the proposed scope for the corridor Master Plans.
- C. Locate possible funding strategies for development of the Master Plans
 - 1) Coordinate efforts with local, regional and state entities that typically fund such projects. Consider JPA agreements with entities such as Broward County

Time Frame:

South Andrews Master Plan: estimated completion date - May 2003
 Davie Boulevard Corridor Study (FDOT): 2004;
 SR84 Charrette: mid-term implementation

Estimated Cost:

South Andrews Master Plan: \$65,000
 Davie Boulevard Corridor Study: \$500,000 (FDOT)
 SR 84: To be determined

Funding Source:

Davie Boulevard Corridor Study: FDOT
 South Andrews Master Plan: (public/private partnership) BCIP, Broward General Hospital, City General Fund
 SR 84: \$500,000 in State Enhancement funds to be available soon through a Local Area Participation Agreement.

Lead Entity and Contact Person: Bruce Chatterton, Planning and Zoning Services Manager, (954) 828-5981.

Resources: Chrissy Fisher, Area Studies Team Leader

Davie Boulevard Corridor Study: Jeff Weidner and/or Leo Gimenez, FDOT

Comments:

- FDOT is in the process of conducting a transportation feasibility study for the Davie Boulevard corridor from SR 7 to I-95. The purpose of this study is to remedy the safety and traffic operational problems on the existing right-of-way of the corridor. The CLC's stated concern with FDOT's current efforts is that the scopes of traffic operation studies do not typically include an analysis of land use, redevelopment, and urban design issues. The South CAP CLC supports the creation of a Davie Boulevard Master Plan with a wider focus, addressing land use issues and corridor redevelopment along the lines of the recent work on SR 84 and the current effort on South Andrews.
- An additional FDOT project on Davie Boulevard from SW 9th Avenue to US 1 is a design project that includes resurfacing, etc.
- The SR 84 corridor was the subject of a 1999 charrette, the results of which have been codified into the ULDR. The State Enhancement funds are available to resolve streetscape issues, under the direction of a Steering Committee and consultant team.
- The South Andrews Master Plan, slated for completion in May 2003, will address many of the issues, concerns and opportunities noted above. Possible funding sources include developer contributions, FDOT participation, Department of Community Affairs (DCA) grants and City General Fund.

GOAL 4. Improve Property Appearance to Promote Neighborhood Investment

Objective 4.1 Increase code enforcement

Strategies:

- A. Hire additional code officers
- B. Improve coordination and communication between officers
- C. Create flexible shift schedules (nights and weekends)
- D. Develop a shift time-line to improve communication between shifts
- E. Identify intensity of code activity to determine the number of officers needed per geographic location

Time Frame: 6 Months: For B and C during the next 6 months, although we currently attend monthly association meetings, if associations will place us on their agenda, we would gladly attend their monthly meetings. We could build on any additional coordination/communication after we meet and identify needs/concerns.

C: Currently offer flexibility with weekend code officers.

Estimated Cost: B and C: Minimal. Just overtime for inspectors to attend meetings.

C: Weekend overtime: \$17,500.

E: Presently inspectors are assigned to geographic locations.

Funding Source: PED100101

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: Based on frequency and intensity of code violation activity

Objective 4.2 Provide incentives for homeowner and neighborhood investment

Strategies:

- A. Encourage absentee and on-site landlords to maintain rental and multi-family properties.
 - 1) Enforce policies on illegal conversions.
 - 2) Provide education, training and outreach.
 - 3) Enforce 3 unit or more/management on site regulation.
- B. Consider lowering the cost of homeowner/home improvement permit fees.
- C. Foreclose on derelict properties and sell to someone who will fix them up (with a deadline).
- D. Promote incentives in problem areas.
- E. Maintain design standards on older buildings to encourage earlier period style and develop distinctive neighborhoods.
- F. Improve enforcement of illegal home businesses.

Time Frame: A: Program in place.

B and E: Please refer to Cecelia Hollar in Construction Services, not a code enforcement issue.

C: Foreclosure process is currently being applied to all properties that do not comply, not only with violations but also with fines due as a result of noncompliance.

D and F can immediately be addressed after discussion with the neighborhood.

Estimated Cost: None

Funding Source: PED100101

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Objective 4.3 Improve relationship between code officers and residents to encourage voluntary code compliance

Strategies:

- A. Conduct a review of inspector's perspective and attitude toward homeowners and neighborhoods.
- B. Provide sensitivity training and education through workshops.

Time Frame: Training is already in place and ongoing monthly through the Florida Association of Code Enforcement (FACE). Inspectors are required to take these classes to keep up their certification.

Estimated Cost: Already budgeted.

Funding Source: PED100101

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: Over the next six months Community Inspections staff could ask that the associations allow them to attend their monthly meetings to build or further build on relationship and cooperative efforts to improve neighborhoods. Lori Milano wants to hear if there are any particular concerns regarding an inspector. Lori says that Community Inspections is about communication, cooperation and education, all of which can be delivered in the utmost professional and positive way. Community Inspections is here to help.

Objective 4.4 Encourage aesthetic improvements and area clean-ups

Strategies:

- A. Encourage maintenance of vacant properties through outreach and education.
- B. Cite properties with oversized boats, trailers, broken down and in-repair vehicles, or illegally parked vehicles.
- C. Clean-up junk properties.
- D. Reduce neglect by enforcing property maintenance standards, i.e. repair roof, windows, etc. to prevent further deterioration.
- E. Provide code enforcement officer from waterfront side of properties (seawalls, rear yard lawn cuttings, pollution run-off, etc.).

Time Frame: A – D: Program in place with code officer assigned to specific area.

E: Requires a part-time marine code officer to police on a continuous basis.

Estimated Cost: Item E: ½ year salary for code officer: \$21,726.00

Funding Source: PED100101

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: E. Code Enforcement was not able to request funding for this position for fiscal year 2002-03. It can be made a part of the budget process next year if supported by the City Manager/Department Director.

Objective 4.5 Enforce and encourage the maintenance and compliance of commercial properties

Strategies:

- A. Enforce sign regulations on businesses.
- B. Clean up trash and maintain landscaped area in shopping centers.
- C. Contain body shop businesses within industrial locations.
- D. Educate commercial businesses (both large and small) about the economic benefits and fiscal consequences of property maintenance.

Time Frame: program in place.

Estimated Cost: None

Funding Source: PED100101

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments: If there are specific properties that the neighborhood is experiencing problems with, we would ask that they bring it to our attention, and we could apply more aggressive enforcement techniques, if necessary.

- C. Body shops are allowed only in those zoning districts (not residential) that would allow such use. Sec. 47-19.7 regulates home occupations.

GOAL 5. Preserve Neighborhood Integrity Through Compatible Land Use and Design

Objective 5.1 Evaluate existing land use within the South Area

Strategies:

- A. Analyze South Area neighborhoods to determine if discrepancies exist between official land use designations and existing use
 - 1) Compare CAP South Area fieldwork analysis of existing conditions to the Official Land Use designations.
 - 2) Compare CAP South Area fieldwork analysis of existing conditions to the Official Zoning designations.
 - 3) Locate and document where discrepancies exist.

Time Frame: Work performed during Zoning Reform program in 1997. Updates should occur as part of the Comprehensive Plan Update, and small area/neighborhood master plan processes.

Estimated Cost: Included in Code Enforcement program.

Funding Source: General Fund

Lead Entity and Contact Person: Bruce Chatterton, Planning and Zoning Services Manager, (954) 828-5981; Lori J. Milano, Community Inspections Director, (954) 828-5856. Liz Holt, Planning and Zoning Services (954-828-5262)

Comments: The City has completed Objective 5.1 and the associated strategies. During the Zoning Reform work effort conducted in 1995 through 1997, the City identified discrepancies between the Land Use Plan, the zoning code and existing land uses, and addressed them through City-initiated rezonings. If activities are occurring that outside of what is allowed by zoning, Code Enforcement will address and proceed with enforcement, based on frequency and intensity of code violation activity.

The text of Objective 5.1 and the associated strategies doesn't clearly state the desires of the South CAP CLC and Task Group to address the discrepancies between existing and official land uses.

In the absence of specific problems (instead of community perceptions), any future City efforts to address discrepancies between existing and official land uses should come from Code Enforcement.

Objective 5.2 Determine the community's perception of "density" and "development" to guide future development**Strategies:**

- A. Give CLC members and Neighborhood Association members disposable cameras to photo document positive and negative examples of *specific types* of development in *specific areas*. For example, "Take pictures of multi-family housing in the Sailboat Bend neighborhood that you like (dislike) and explain why."
- B. Use computer graphic software to illustrate examples of potentially allowed developments under the existing building/zoning code for a particular area.
- C. Use the photographs and computer-generated illustrations to conduct a "Visual Preference Survey" to find out the likes and dislikes of new or existing development. Survey can be taken at neighborhood meetings or scheduled public forums, or can be distributed through the local newspaper, water bill, at public facilities (i.e. City Hall or Libraries), or on the City's website.
- D. Ensure that discussions about "density" and "development" are specific enough to determine *why* a particular project is desirable/undesirable for a neighborhood.
- E. Conduct neighborhood-visioning charrettes (can be in conjunction with the Corridor Master Plan meetings – see Goal 26) to develop community consensus on building/zoning regulations for a specific neighborhood.
- F. Implement Neighborhood Zoning Districts based on the consensus of the neighborhood.

Time Frame: Near term

Estimated Cost: Minimal additional costs beyond staff time

Funding Source: Planning and Zoning Services budget

Lead Entity and Contact Person: Bruce Chatterton, Planning and Zoning Services Manager, (954) 828-5981. Liz Holt, Planning and Zoning Services (954-828-5262)

Resources: Sheryl Stolzenberg, Planning and Zoning Services

Comments: The Task Group believes that a majority of the community that opposes new development may have misconceptions of the terms "density" and "development". They noted that residents might be hesitant to accept new development for the basic fear of change to their existing surroundings or quality of life. Various education materials, such as videotape presentations from national experts or FAU-sponsored visiting speakers, are tools that can advance community discussions on density and land use topics.

The Task Group recommended that City Planning staff attempt to determine the specific reasons that new development and higher density may not be desirable by a community, and if necessary, develop a neighborhood zoning designation that reflects the consensus of the neighborhood.

It is expected that Visual Preference activities will be conducted as part of the scope of work for the South Andrews Master Plan, and participation by the larger CAP South Area community in that exercise is recommended. It is also recommended that Visual Preference be included in the scopes of work for any future planning studies in the area, including the potential Davie Boulevard or SR 84 corridor studies.

Objective 5.3 Increase the community's knowledge about building and zoning issues**Strategies:**

- A. Develop and distribute interesting newsletters, articles, and publications regarding building, planning, and redevelopment issues particular to the City of Fort Lauderdale. Examples can be:
 - 1) "Why Higher Density in Downtown Fort Lauderdale is a Good Thing" – List the benefits of increased density.
 - 2) "This Could Be Your Neighbor's Home, Or Yours" – Illustrate the maximum FAR that is allowed on properties in specific neighborhoods, i.e. three-story home in predominantly one-story single-family neighborhood.
 - 3) "What is Mixed-Use?" – Provide examples of new types of development and list their benefits.
- B. Encourage neighborhood associations to include the above articles in their monthly newsletter or schedule a "Zoning Update" on their monthly agenda.
- C. Schedule a public hearing/workshop where the Planning & Zoning Division can present the Downtown Master Plan to show the community the City's vision of the future of downtown Fort Lauderdale.
- D. Develop an illustrated guide as an appendix/supplement to the ULDR or Zoning Code.
- E. Encourage increased public participation in the Comprehensive Plan's Evaluation Appraisal Report.
- F. Encourage the Realtor's Association to coordinate with the Planning & Zoning Division to provide potential home/business buyers with information relating to the present building and zoning regulations: i.e. what is allowed on your property, what isn't.

Time Frame: Near term

Estimated Cost: \$45,000

Funding Source: General Fund, Community Contributions, Planning Grants

Lead Entity and Contact Person: Bruce Chatterton, Planning and Zoning Services Manager, (954) 828-5981. Liz Holt, Planning and Zoning Services (954-828-5262)

Resources: Carolyn Dekle, South Florida Regional Planning Council; Mike Busha, Treasure Coast Regional Planning Council.

Comments: This objective is similar to the previous one, in that the Task Group believes that a majority of the community is not educated about current building and zoning issues and regulations. Many community members do not realize the benefits of increased density to an urban downtown. Even more residents do not know what they or their neighbors are permitted to do on their property and get frustrated when a neighborhood's physical appearance is not consistent.

In addition, many people may not realize the vision for Fort Lauderdale's downtown and assume that development is occurring in a haphazard fashion with no "master plan". In essence, the Task Group feels that there needs to be more efforts aimed at educating the public regarding these issues.

It is recommended that the CAP South Area community be scheduled for a design charrette to be conducted by the South Florida Regional Planning Council, in cooperation with the Treasure Coast Regional Planning Council. These workshops are intended to address many of the issues noted above. Currently, the Charrette teams are committed through 2004.

GOAL 6. Promote Historic Preservation

Objective 6.1 Prevent demolition by neglect of historic structures**Strategies:**

- A. Hire a dedicated Historic Code Officer to inspect properties in a historic district or designated properties throughout the City.
- B. Encourage proactive monthly enforcement to historic properties.

Time Frame: 2003

Estimated Cost: Not yet determined.

Funding Source: City General Fund.

Lead Entity and Contact Person: Lori J. Milano, Community Inspections Director, (954) 828-5856.

Comments:

Objective 6.2	Educate public about benefits and incentives of Historic Preservation
	<p>Strategies:</p> <ul style="list-style-type: none"> A. Send letter to historically designated property owners stating their "Rights & Responsibilities". B. Send "You May Be Eligible for Historic Preservation" letter to non-designated property owners and Real Estate agents citing benefits and incentives of becoming designated. C. Distribute a "Compliance Update" newsletter on historic properties. <p>Time Frame: Ongoing</p> <p>Estimated Cost: No additional costs beyond staff time.</p> <p>Funding Source: N/A</p> <p>Lead Entity and Contact Person: Mike Ciesielski, Planning and Zoning Services, (954) 828-5256.</p> <p>Resource: Merrilyn Rathbun, Fort Lauderdale Historical Society, (954) 463-4431, Ext. 11.</p> <p>Comments: City is in the process of updating the 6 historical surveys that were done between 1977 and 1993. Work should be complete by mid-2003.</p> <ul style="list-style-type: none"> C. Community Inspections provides a monthly update to the Historic Preservation Board. This information could serve as the basis for the information in a "Compliance Update" newsletter.

GOAL 7. Improve Drainage Systems

Karl Shallenberger of the Environmental Services Division proposes a Storm Water Master Plan to address the citywide storm drainage issues. The estimated cost for this near- to mid-term study is \$500,000 - \$1,000,000. Grants are the most likely funding source, and the City can leverage the \$555 million WaterWorks 2011 investment as matching funds.

Drainage improvements must meet the provision of Federal Clean Water Act, which emphasizes water quality in storm runoff. Over the last 30 years, reducing the traditional sources of water pollution has revealed that storm runoff can channel surface pollution into waterways. The Federal Clean Water Act has stricter standards for the quality of storm water runoff into waterways. In response, the City has had to adjust its approach to handling storm water runoff by seeking ways to remove contaminants before the water reaches public waterways. When storm water absorbs into the ground, the soils and sand filter out many pollutants before the water reaches the waterways. The City is applying this philosophy to its drainage improvement programs.

Objective 7.1 Reduce flooding in the CAP South Area

Strategies:

- A. The City is currently addressing drainage problems at several different levels with the goal of eventually addressing flooding issues throughout the city. The following are approaches that are/will be taken:
- 1) City conducting large-scale drainage improvements in River Oaks/Edgewood areas
 - 2) Waterworks 2011 – City crews are discussing drainage improvements in areas where they install sanitary sewer improvements.
 - 3) Individual property owners must meet revised Building Code standards when they redevelop their properties. New standards state that each property must retain the first inch of precipitation on site.
 - 4) Encourage residents and property owners to clean storm sewer drains regularly. Educate property owners about natural drainage and encourage site improvements to allow for water absorption in swales and on properties. Disseminate this information through a brochure and through neighborhood associations and community groups.
 - 5) Continue implementation of Save Our Swales program as a means of addressing drainage issues. According to Karl Shallenberger, it is an effort to “direct water where we want it to go.”
 - 6) Seek to restore wetlands (bio-retention)

Time Frame:

- A.1. Near term
- A.2. 2002-2011
- A.3. Ongoing
- A.4. Ongoing
- A.5. After completion of Objective 7.3 – Uniform Swale Policy
- A.6. Near- to mid-term

Estimated Cost:

- A.1. City has requested DEP grants totaling \$3.5 million over the next two years. Drainage study cost for River Oaks/Edgewood areas cost \$160,000.
- A.2. \$555 million, Grant writer: \$60,000 annually
- A.3. Unable to estimate
- A.4. Minimal
- A.5. \$1,200 per property
- A.6. To be included in Storm Water Master Plan and small area/neighborhood master plans

Funding Source: Storm Water Enterprise Fund, governmental grants to supplement WaterWorks 2011 funding, private property owner investment

Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.

Resources: Paul Bohlander (WaterWorks 2011), PIO staff

Comments:

- There are many potential grant sources that the City could receive if there were a staff person dedicated to writing grant applications.
- The design of some water retention areas allows for their use when the ground is dry. When the area is wet, the basin holds water.

Objective 7.2	<p>Examine the allowance of gray water discharge to replenish groundwater</p> <p>Strategies:</p> <ul style="list-style-type: none"> A. Look at changing laws; determine what kind of gray water is allowed, such as laundry machine discharge, etc. B. Determine impacts on payments for drainage system; in-charge on water, out-charge on sewage. <p>Time Frame: Mid- to long-term</p> <p>Estimated Cost: Staff time</p> <p>Funding Source: Water funds.</p> <p>Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.</p> <p>Comments: City examined water reuse in 1997. The recommendation then was to continue with existing policies that do not allow gray water discharge. The City does not need to revisit the issue for at least 10 years (2007) and possibly not until after the completion of WaterWorks 2011. Gray water discharge could become more important when the changeover from septic systems decreases the replenishment of groundwater. Phosphate-free detergents address past concerns about ground contamination.</p>
Objective 7.3	<p>Establish a uniform swale condition policy for the City</p> <p>Strategies:</p> <ul style="list-style-type: none"> A. Evaluate existing swale conditions in the South Area. B. Establish a neighborhood participation process and program. C. Establish a Uniform Swale Policy that addresses the following: <ul style="list-style-type: none"> 1) Drainage – swale as a water retention area 2) Parking – short and long term; for residents, property owners, and visitors (i.e. 2 on/2 off) 3) Sidewalks – space for pedestrians 4) Utilities – the location for placement of utilities 5) Utility repair – crews should attempt to “put things back the way they found them” 6) Landscaping – appropriate plant material for swales, sight lines (no more than 2’ height on corners, i.e. 9th and Davie) 7) Recovery zone - 6’ of clear space from edge of roadway, and 6’ of canopy clearance 8) Rounded bumps or pyramids to keep cars off swales – pyramids illegal 9) Maintenance responsibilities (water, pruning, mowing) 10) Policy in newly annexed areas with no or minimal swales 11) Placement of irrigation/sprinklers 12) What to do about existing landscaping <p>Time Frame: Near term</p> <p>Estimated Cost: \$120,000 to hire two full-time temporary employees - 1 engineer and 1 landscape architect - for one year</p> <p>Funding Source: Storm Water Enterprise Fund, grant sources</p> <p>Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.</p> <p>Comments:</p> <ul style="list-style-type: none"> • Landscaping in swale on 9th and Davie (at condo project) limits sight lines for turning traffic movements. • Trail of 2-on/2-off ordinance in Lauderdale Manors revealed trade-offs. Landscaped swales make parking difficult but often don’t provide space for pedestrians. Cars parked on the sides of the road narrow the traffic lanes, which makes passing difficult, but encourages drivers to slow. The policy addressed some of the impacts of parking on swales.

GOAL 8. Reduce Traffic Impacts on Neighborhoods by Improving Mobility on Major Roads

Objective 8.1 Implement traffic calming

Strategies:

The following locations are examples of streets where excessive speeding has been reported, and traffic calming strategies may be applicable. Being local streets, they are subject to the City's established process for traffic calming applications which are handled through the neighborhood associations.

- A. Fairfax Drive from SW 16th Street to SW 35th Avenue: Speed humps.
- B. SW 35th Avenue from Davie Boulevard to SW 21st Street: Speed humps.
- C. SW 36th Terrace from SW 17th Street to Riverland Road: Speed humps.
- D. SW 38th Avenue from SW 19th Street to SW 23rd Street: Speed humps.
- E. SW 22nd Avenue and SW 24th Avenue: Speed humps, 4-way stops.
- F. West Las Olas Boulevard from SW 13th Avenue to SW 7th Avenue: Speed bumps, raised intersections (impacts to fire station traffic).
- G. SW 17th Street from SW 14th Avenue to SW 4th Avenue: Replace signal at SW 9th Avenue with stop signs.
- H. SW 9th Avenue: Change designation south of Davie Boulevard on Traffic-ways map from Collector to Unclassified.

Time Frame: January 2003 – 2005 (reasonable if the neighborhoods are willing to contribute financially)

(G.) July 2003

(H.) January 2003

Estimated Cost: Construction Costs:

? Speed humps - \$90,000-(assuming all street segments satisfy City criteria)

? Stop signs - \$2,500

Funding Source: The City has criteria, such as speed and volume, for funding traffic calming measures. If a recommended change meets the City's criteria for traffic calming, it would qualify for funding from the City's General Fund. Otherwise, the responsibility lies with the neighborhood, which can either apply for NCIP funding or provide all the funding on its own.

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Comments:

F. Sailboat Bend has a Traffic Calming Plan

G. Red flashing in January 2003 for trial period

H. Change in roadway classification requires MPO & CC approval. Sheryl Stolzenberg can incorporate recommended change in the transportation element of the Comprehensive Plan.

Objective 8.2 Improve traffic conditions on SR84**Strategies:**

- A. SR 84/I-95: Signalization of the southbound-to-westbound ramp intersection, addition of rumble strips, improved lighting.
- B. SR 84/SW 15th Avenue: Installation of neighborhood entrance treatment on the south side of this intersection; improve pedestrian crosswalks, widen sidewalks, and remove unnecessary lanes by consolidating.
- C. SR 84/SW 9th Avenue: Narrow north leg of intersection to provide one northbound and two southbound lanes. The land reclaimed should be used to provide landscaping and shade trees, bicycle lanes, wider sidewalks and an architectural entrance feature.
- D. SR 84 – SW 9th to SW 4th: A right turn lane should be provided eastbound in the section between SW 9th Avenue and SW 4th Avenue to facilitate the heavy right-turn movement at the intersection with SW 4th Avenue to travel south.

Time Frame:

- A. Short-Term (January 2004)
- B. January 2005
- C. January 2005
- D. January 2006

Estimated Cost: Construction Costs:

- A. \$150,000
- B. \$50,000
- C. \$35,000
- D. N/A

Funding Source:

- A. FDOT
- B. General Fund
- C. General Fund, NCIP
- D. General Fund, NCIP

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Comments:

- A. Study underway by FDOT.
- B. CLC requested staff reexamine the area between SW 15th and SW 12th Ave, and recommended moving the signal at 14th Ave to 12th Ave.
- D. Requires coordination with FDOT

Objective 8.3 Improve traffic conditions on Davie Boulevard

Strategies:

- A. Davie Boulevard/Entire Length: Usage of landscaped medians as an alternative to non-porous paved median treatments.
- B. Davie Boulevard & SW 24th Ave/25th Ave: Construction of a full median between SW 38th Avenue and SW 25th Avenue. At a minimum, the median on Davie Boulevard should be extended west to prevent vehicles from making any turns across Davie. Also, provide a channelized right turn so vehicles can only turn right into Davie from SW 25th Ave.
- C. Davie Boulevard & I-95: Renew pavement markings and investigate signal timing to ease congestion at this location.
- D. Davie Boulevard & SW 9th Ave: Remove eastbound right-turn lane and realign intersection to remove lane offset. Remove the internally illuminated road sign. Start nighttime flash operation at 9:00 p.m.
- E. Davie Boulevard/SE 3rd Avenue: Modify signal at this location to provide protected left-turn phases for all approaches.

Time Frame:

- A. January 2007
- B. January 2007
- C. January 2007
- D. January 2005
- E. January 2004

Estimated Cost: Construction Costs:

- A. \$100,000
- B. \$50,000
- C. \$5,000
- D. \$35,000
- E. \$100,000

Funding Source:

- A. FDOT/City
- B. FDOT/City
- C. FDOT
- D. City
- E. Broward County, FDOT

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Comments: B. City Engineer needs additional information from consultant.

Objective 8.4 Improve traffic conditions on Broward Boulevard

Strategies:

- A. Broward Boulevard & SW 24th Ave: Contact RaceTrac gas station owner to discuss the possibility of providing a deceleration lane or moving the driveway from Broward Boulevard to a new one on SW 22nd Avenue given the drainage retention requirements.
- B. Broward Boulevard & I-95: Request FDOT to conduct a safety evaluation of this interchange and develop recommendations to improve safety, potentially through requiring all northbound off-ramp traffic to pass through the signal at Broward Boulevard, likely via a double-lane right-turn movement.
- C. Broward Boulevard & SW 7th Ave: Institute split-phase signal operations at this location to provide for dual northbound left-turn movements during the p.m. hour.
- D. Broward Boulevard & Andrews Ave:
 - 1) Police enforcement of intersection clear zones to prevent gridlock, especially during peak hours.
 - 2) Monitor bridge openings (FDOT); enforce regulations.
 - 3) Implement a direction-specific coordination plan (split phases) for the signals on Andrews Avenue between the New River bridge and Broward Boulevard to achieve the following:
 - 4) Northbound traffic on bridge should be able to exit, and not be caught at the signal due to the bridge opening behind it;
 - 5) Northbound traffic on Andrews Avenue from Las Olas Blvd and from SE/SW 2nd Street should be able to exit the area to the north;
 - 6) East-west movements on SE/SW 2nd Street could be given more green-time during bridge openings to clear the area;
 - 7) East-west traffic on Broward Blvd would not be negatively impacted during bridge openings, and would benefit from the lower likelihood of intersection blocking by traffic southbound on Andrews Ave.;
 - 8) Southbound traffic could be held at a red light to minimize intersection blocking during bridge openings.
- E. Broward Boulevard & US1: Broward County traffic engineering to re-time signal to provide additional pedestrian crossing time at this intersection.

Time Frame:

- A. January 2004
- B. January 2006
- C. January 2004
- D. January 2006
- E. January 2004

Estimated Cost: Construction Costs:

- A. \$200,000
- B. \$500,000
- C. \$150,000
- D. \$500,000
- E. N/A

Funding Source:

- A. City
- B. FDOT/City
- C. FDOT/County/City
- D. FDOT/County/City
- E. Broward County

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Comments:

- A. The RaceTrac station owner is unlikely to agree to this, according to City staff and the consultant report.
- B. Engineering Department will explore after Broward Boulevard improvements are complete
- D.1. Police Department monitored the intersection of Andrews Avenue and Broward Boulevard several days during between 3:00 and 6:00 p.m. and issued only 4 citations over 12 hours. According to the officers, the only time there are potential violations is when a train is traveling across Broward Blvd. Police will continue to monitor but will not focus on the location unless the motor officers see a problem or if advised that a response is necessary. The Traffic Unit can initiate a request through Broward County's Traffic Engineering Division to see if there are alternatives other than enforcement that may assist in alleviating some of the gridlock. Several transportation plans for the downtown are currently under development and may result in additional solutions.

Objective 8.5	<p>Improve traffic conditions on SW 27 Avenue/Riverland Road</p> <p>Strategies:</p> <ul style="list-style-type: none"> A. SW 27th Ave – Davie Blvd to Broward Blvd: Conduct a feasibility study to determine optimal locations for raised landscaped medians with selective openings for cross-streets. B. Riverland Rd – Davie Blvd to SR 7: Seek local input from residents to recommend improvements such as traffic calming and improved drainage. Consider four-way stop control at intersections along this segment of Riverland. Investigate speed humps or speed tables. <p>Time Frame:</p> <ul style="list-style-type: none"> A. Mid term – subject to finding the funding for consultants B. January 2005 <p>Estimated Cost: Construction Costs:</p> <ul style="list-style-type: none"> A. \$500,000 B. \$50,000 (study only) <p>Funding Source:</p> <ul style="list-style-type: none"> A. City/FDOT/others (clarification of additional funding sources needed) C. County/City <p>Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.</p> <p>Comments:</p>
Objective 8.6	<p>Improve traffic conditions on SW 9 Avenue</p> <p>Strategies:</p> <ul style="list-style-type: none"> A. Construct a multi-purpose trail along the east side of SW 9th Avenue from Perimeter Road north to Davie Boulevard. <p>Time Frame: January 2006</p> <p>Estimated Cost: Construction Costs: \$250,000</p> <p>Funding Source: City</p> <p>Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761; Kathy Connor, Parks Supervisor, (954) 828-5869.</p> <p>Comments:</p> <ul style="list-style-type: none"> • Link greenways to 9th Avenue trail. • A CLC member questioned if there is adequate space on the east side of SW 9th Avenue for a trail. • An approved traffic calming plan for SW 9th Avenue is in place.
Objective 8.7	<p>Improve traffic conditions on SW 4 Avenue/SW 7 Avenue Corridor</p> <p>Strategies:</p> <ul style="list-style-type: none"> A. SW 4th Ave south of Broward Boulevard <ul style="list-style-type: none"> 1) Re-stripe SW 4th Avenue between SR 84 and the New River to provide two through-lanes in each direction with bicycle lanes and on-street parking provided according to available pavement. Consider removal of excess pavement and replacing with greenspace/swales where possible. 2) Provide “No Through Trucks” signs north of SR 84 and south of Broward Boulevard. B. SW 4th Avenue/SW 6th Street and SW 7th Street: Traffic signals should start nighttime flash operation at 9:00 p.m. <p>Time Frame:</p> <ul style="list-style-type: none"> A. January 2005 B. July 2003 <p>Estimated Cost: Construction Costs:</p> <ul style="list-style-type: none"> B. \$50,000 C. N/A <p>Funding Source:</p> <p>A & B: Broward County</p> <p>Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.</p> <p>Comments:</p>

Objective 8.8	Improve traffic conditions on Andrews Avenue
Strategies:	
A. Andrews Avenue/SW 9 th Street: Stripe roadway or improve signage at intersection.	
B. Andrews Avenue/SW 7 th Street: Improve horizontal alignment on Andrews through the intersection.	
C. Andrews Avenue <i>signage plan</i> : Install signage to direct vehicles traveling south to continue to SR 84 to access I-595 and I-95 and avoid Davie Blvd. Remove signs from SW 4 th Avenue and place them on Andrews Avenue.	
Time Frame:	
A. January 2004	
B. January 2004	
C. January 2004	
Estimated Cost: Construction Costs:	
A. \$5,000	
B. \$25,000	
C. \$5,000	
Funding Source:	
A. County/City	
B. County/City	
C. County/City	
Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.	
Comments:	
A. Area is within the scope of the Andrews Avenue/3 rd Avenue study.	
B. Area is within the scope of the Andrews Avenue/3 rd Avenue study.	
C. City Engineer needs additional information from consultant.	

GOAL 9. Provide Transportation Choices for Residents

Objective 9.1	Explore transportation alternatives
Strategies:	
A. Conduct a "Transportation Alternatives" feasibility study.	
B. Conduct a transportation survey of major employers in South CAP area.	
Time Frame:	
A. January 2006	
Estimated Cost: Construction Costs:	
<ul style="list-style-type: none"> Transportation Alternatives Study - \$65,000 Survey of major Employers - \$25,000 	
Funding Source: Broward County, MPO, FDOT	
Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.	
Comments:	
A. City Engineer recommends reassessment of strategies based on the results of the Downtown Consolidated Master Plan and the Sub-Area Mobility Study.	
B. The studies and surveys should include feedback from physically and financially disadvantaged residents, tourists, students, and all area stakeholders. Additionally, the alternatives should consider possible jitney service, or a subsidized taxi program whereby residents are able to purchase reduced rate taxi fares (for example using a telephone-card type technology) to enhance personal mobility for the disadvantaged.	

Objective 9.2 Promote bicycling**Engineering Strategies:**

- A. Enforce policy decision that all collector streets within the City of Fort Lauderdale have bicycle lanes
- B. Prioritize the order for construction and implementation, i.e.
 - ? Broward Boulevard
 - ? Davie Boulevard
 - ? State Road 84
 - ? Andrews Avenue
 - ? SE 3rd Avenue
 - ? SW 4th Avenue
 - ? SW 9 Avenue

State policy to incorporate bicycle facilities on State road projects

Broward County jurisdiction

Encouragement Strategies:

- C. Establish trailheads at (Snyder Park to Hardy Park to downtown) with showers and lockers
- D. Locate areas for bicycle parking starting in the downtown then working toward the neighborhoods
- E. Ensure mass transit locations and parks are located near bicycle facilities
- F. Develop new uses at trailheads (i.e. scaled extreme skate areas)

Education Strategies:

- G. Distribute area-wide quarterly newsletter
- H. Install mileage markers
- I. Conduct clinics on safety, and sharing the road
- J. Develop programs /events for families

Enforcement Strategies:

- K. Enforce Signage
- L. Enforce Rules of the Road

Time Frame:**Estimated Cost:**

Funding Source: D. Utilize available TEA 21 grant funds.

Lead Entity and Contact Person: Kathy Connor, Parks Supervisor, (954) 828-5869.

Resource: Mark Horowitz, Broward County Greenways

Comments:**Objective 9.3 Improve bus service****Strategies:**

- A. Promote Broward County's Transit Community Bus program to provide neighborhood service in small (25-seat) buses, using alternate-fuel vehicles where possible.
- B. Provide shelters and benches.
- C. Post bus schedules.

Time Frame:

(A.) January 2005

Estimated Cost: Construction Costs:

- Shelters and benches - \$50,000
- Bus schedules - \$20,000

Funding Source: Broward County, MPO, FDOT

Lead Entity and Contact Person: Horace McHugh, City Managers Office (954) 828-6822.

Comments: Wait until present study is completed. Need to seek Commission approval for the creation of an additional route.

Objective 9.4 Improve pedestrian safety

School Pedestrian Safety Strategies:

- A. Place school crossing guards at major intersections and all intersections within a one-mile radius of schools, and coordinate this effort with the schools to identify problem areas.
- B. Improve pedestrian access to schools and coordinate with PTA organizations to determine “school walk routes.”

Pedestrian Traffic Signage/Design Strategies:

- C. Coordinate cross light times with pedestrian traffic to allow sufficient crossing time.
- D. Install as needed:
 - 1) Pedestrian signal actuation buttons in median
 - 2) Educational signage on signals (i.e. “this” = walk, “this” = don’t walk)
 - 3) Countdown timer on signal (expensive)
- E. Ensure traffic signals have sound systems for blind pedestrians
- F. Make medians wider for pedestrian/bike safety with split flow traffic
 - Encourage/ask DOT to provide standards with median (6 ft.) to provide for a pedestrian crossing refuge –encourage the use of curb extension to minimize intersection pedestrian crossing distance. -PH
- G. Determine if pedestrian overpasses over major corridors are needed.
 - 1) Define conditions for placement of overpasses
 - 2) Connections to schools?
 - 3) Across rivers and canals?
 - 4) Number of pedestrians?

Time Frame: C-G. Mid to long term

Estimated Cost:

Funding Source: A. General Fund. The surcharge on paid parking citations is used to fund school crossing guards, this revenue recoups 70% of the costs for guards.

Lead Entity and Contacts: A. Bruce Larkin, Director of Administrative Services, (954) 828-5129.

B. Broward County School Board

Comments:

- A. Crossing Guards not needed at all intersections.
- B. Topic began as “Construct sidewalks to connect transit stops with schools (Rogers middle, SW 8th Ave)”; field investigation showed that BCT Route 84 runs in front of school with a covered walkway. The discussion led to the revised objective above.
- E. Broward/ Federal Highway - City Engineering is aware that pedestrian timing is 4 seconds short – Responsibility of Broward County Traffic Eng. 484-9600. SR 84 between 9th and I-95 – another problem area that has a median pedestrian refuge and signal actuation button in median.
- G. Pedestrian crossing over New River to Riverwalk South – 3rd Avenue pedestrian bridge initially was going to attach to the bridge. Revised design of pedestrian bridge is a separate structure to the side of 3rd Avenue Bridge.

Objective 9.5 Improve pedestrian connections to transit stops

Strategies:

- A. Coordinate with BCT to improve pedestrian access to transit, including constructing sidewalks or moving bus stops.
 - 1) Determine problem locations
 - 2) Investigate possible solutions
 - 3) Assign responsibility for improvements
 - 4) Define funding resources
 - 5) Implement plan

Time Frame:

Estimated Cost:

Funding Source: Sub-Area Mobility Study might identify potential funding sources

Lead Entity and Contact Person: Peter Partington, Engineering Design Manager, (954) 828-5761.

Comments:

GOAL 10. Enhance, Preserve, and Protect Waterways

The goals of waterway preservation (#10) and drainage improvements (#7) are linked due to the Federal Clean Water Act. Water quality issues now provide the foundation for the City's response to storm water runoff. In addition, waterway issues extend beyond the South CAP Area boundaries and require a coordinated approach that a Master Plan can provide. Karl Shallenberger recommended completing Objective 10.1.A-C before hiring a consultant to address Objectives 10.2 and 10.3.

Objective 10.1 Increase waterway cleanup

Strategies:

- A. Prioritize areas of concern
- B. Identify source of pollution (point or non-point source)
- C. Test water quality
- D. Implement Adopt-A-Waterway in neighborhoods

Time Frame: A-C: Near term D. Annual event scheduled this year on March 8th.

Estimated Cost: A-C. Less than \$5,000

Funding Source: Storm Water Enterprise Fund, grant sources

Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.

Resources: Kevin Carter, Broward County DPEP; Greg Slagle, Fort Lauderdale Solid Waste, (954) 828-5341; Joan Sheridan, Waterway Cleanup Site Coordinator Chairperson, Southwest Coalition Chairperson

Comments: B. Storm water runoff is addressed in Objective 7.1. C. Existing data is available on water quality.

D. The Marine Industries Association of South Florida sponsors the Annual Waterway Cleanup, one of the biggest cleanup events in Broward County. This year, the Cleanup will be held on March 8, 2003. The City of Ft. Lauderdale plays an important part in the MIA waterway cleanup by having the "Pollution Solution Barge" available to help in the cleanup. PIO might help in publicizing the program.

Objective 10.2 Encourage waterway restoration

Strategies:

- A. Encourage bank restoration (including habitats)
- B. Restore flow for recreation
 - 1) Evaluate options such as dredging and removing culverts at Tarpon River and Andrews Avenue.

Time Frame: Mid-term

Estimated Cost: \$50,000 to hire consultant

Funding Source: Storm Water Enterprise Fund, grant sources, DPEP

Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.

Resources: Kevin Carter, Broward DPEP

Comments: City's effort should support DPEP's proposal to increase water flow.

Objective 10.3 Promote waterway and marine life protection

Strategies:

- A. Increase enforcement
- B. Implement educational programs
- C. Identify the CZAR*, agency or authority responsible for each area of concern.

Time Frame: (see Objective 10.2)

Estimated Cost: (see Objective 10.2)

Funding Source: (see Objective 10.2)

Lead Entity and Contact Person: Karl Shallenberger, Environmental Services (954) 828-7843.

Resources: *Broward Urban River Trails, Marine Patrol, Broward County DPEP, Save the Manatee Foundation, South Florida Water Management District, Marine Patrol, etc.

Comments:

GOAL 11. Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

The Parks Dept. currently uses Level-of-Service standards from the 1970s. A Parks Master Plan is an opportunity to develop a new approach to the allocation of parks and recreational facilities. The scope of work for a Master Plan should include the development of new LOS standards to reflect the changing demographics of Fort Lauderdale, changed development patterns and the different densities in the Regional Activity Centers. Additionally, it will take 6-8 months to complete the needs assessment portion and 4-6 months to complete the Master Plan. The first phase of this effort will cost approximately \$300K.

Objective 11.1 Develop strategy to address quantity and quality of services provided by Parks Department

Strategies: Create a better awareness of what is available.

- A. Include neighborhoods in decision-making process involving active parks, recreational facilities, and programming
 - 1) Conduct a survey of all residents to determine what could be expanded or improved (service assessment).
- B. Create a status report on underutilized schools, parks or other community facilities (i.e., South Side School) for potential re-use or expansion of services.
- C. Explore program services to include: tennis, shuffle board, basketball, racquetball, exercise course, playing fields for pick-up games, baseball, softball, playground equipment, water feature park, running course/track facility, volleyball, pool - indoor vs. outdoor, tetherball, lawn bowling, tables for chess and other board games.

Time Frame: To be addressed in Parks Master Plan.

Estimated Cost:

Funding Source:

Lead Entity and Contact Person: Kathy Connor, Parks Supervisor, (954) 828-5869.

Comments: Add to Parks Master Plan Draft Scope.

Objective 11.2 Identify deficiencies or opportunities for expansion of park facilities and recreational services

Strategies:

- A. Catalog active parks/recreation facilities in South CAP Area with population they serve. Include any planned parks/recreational facilities, schools, programs and facilities.
- B. Educate the public about the categorization of parks by use
 - 1) Use neighborhood newsletters and "Get More Out of Life" booklet to target specific South CAP Area parks and their activities.

Time Frame: To be addressed in Parks Master Plan.

Estimated Cost:

Funding Source:

Lead Entity and Contact Person: Kathy Connor, Parks Supervisor, (954) 828-5869.

Comments: Add to Parks Master Plan Draft Scope.

Objective 11.3 Promote the usage, preservation, and the creation of new and existing green space

Strategies:

- A. Determine methods to promote uses, preserve and add green space to South CAP area.
 - 1) Inventory existing green space
 - 2) Catalogue opportunities to create new green space
 - 3) Facilitate action / acquisition
 - 4) Pursue resources to fund initiatives
- B. Encourage/promote the following:
 - 1) The development of community gardens
 - 2) The development of neighborhood maintained "pocket parks"
 - 3) The development of greenways, blueways & bicycle links between parks and open space.
 - 4) Low maintenance designs of new and existing parks through the use of native plant species and the use of xeriscape principles.
- C. Increase public access locations to waterways
 - 1) Inventory existing points (street ends)
 - 2) Identify and develop opportunities for removal of pavement to create trailheads, pocket/ mini parks (roadway modification & swale improvement "SOS"), and water taxis.
 - 3) Promote awareness – educate the public
 - 4) Generate public support
 - 5) Develop funding mechanisms

Time Frame: To be addressed in Parks Master Plan.

Estimated Cost:

Funding Source:

Lead Entity and Contact Person: Kathy Connor, Parks Supervisor, (954) 828-5869.

Comments: Add to Parks Master Plan Draft Scope

B.3. The Parks Department is preparing a resolution to adopt Broward County's Greenway and Bicycle Plan as well as Broward Urban River Trails (BURT) Blueways Plan at a January 2003 Commission Meeting. This action will allow the City to move forward on planning some of these initiatives.

Objective 11.4 Improve coordination, communication and education between agencies, neighborhood associations and stakeholders

Strategies:

- A. In a coordinated effort, create a clearinghouse of information to facilitate intergovernmental communication between government agencies and other stakeholders to eliminate duplicative efforts and ensure proper timing of projects.
- B. On an as needed basis, facilitate education and communication utilizing brochures, web based resources, on site training & other print media that provide education on proper care of trees (damage from equipment) and open green space (organic and biological alternatives to pesticides).

Time Frame: To be addressed in Parks Master Plan.

Estimated Cost:

Funding Source:

Lead Entity and Contact Person: Kathy Connor, Parks Supervisor, (954) 828-5869.

Comments: Add to Parks Master Plan Draft Scope. Encourage project scheduling and coordination. Provide on-site training through OCP and Snyder Park